

AUGUST 2023

# the national FALCON news

MAGAZINE OF THE FALCON CLUB OF AMERICA



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## UPCOMING EVENTS

### AUGUST 18-19, 2023

Northeast Chapter FCA Regional  
The Publick House Historic Inn  
Sturbridge, Massachusetts

### JULY 11–13, 2024

2024 National Meet  
Hot Springs, Arkansas  
Register online at [falconclub.com](https://falconclub.com)

## IMPORTANT MEMBERSHIP INFORMATION

The monthly online magazine on the website at [falconclub.com](https://falconclub.com) is password protected and you must enter, when requested, your own password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact [membership@falconclub.com](mailto:membership@falconclub.com). To place a classified ad, send FCA Regional event information or articles, email [editor@falconclub.com](mailto:editor@falconclub.com). For help with the website, email [fcatechline@gmail.com](mailto:fcatechline@gmail.com).

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

# PRESIDENT'S MESSAGE



**JIM GUTHRIE**  
FCA President

## THANK YOU ALL

We have just completed our 2023 FCA National Convention/Meet in Overland Park, Kansas and I want to express my gratitude to all who attended and all who were instrumental in conducting the business that is required to put this event together.

Thank you to Mid America Chapter for hosting the event. It was a blast. Thank you as well to the volunteers who worked so hard last year in Tennessee for doing it one more time with gusto this year. We had 259 registrations, 154 Falcons, 75 trailers, 280 banquet attendees and well over 300 at the Awards presentations. The Raffle set new levels as did the 50/50. A special appearance from “Elvis” sparked the Lady’s tea, the Mid America 40th Anniversary party was fabulous, the little storm we had on Friday night was refreshing? And let us not forget those exceptional elevator rides.

Thank you all for being a part of our successful event.

As I leave office, I want to thank the staff and leadership for their support and assistance throughout the years. We have a remarkable group of talented folks in this family and we couldn’t do this without them.

I also want to thank all of those who have guided me and advised me along the way. I want to congratulate our new President Billy Pope. I have no doubt he will do a great job for this organization.

Finally, I cannot tell you how much I am saddened by the passing of Chuck Beason. Just a few nights ago, we were sitting in the lobby of the hotel recalling past activities including Nationals, the lessons learned and the future of the FCA. He was upbeat and very positive about where we were going, and very much looking forward to that future. We talked about health issues and getting past current concerns. If you have ever had the pleasure of just chatting with Chuck then you will know how he could recharge your batteries. I will miss him, but I’ll never forget him.

Thank you Chuck, I’ll see you down the road.

Jim Guthrie (FCA #12897)  
[guthriejasr@gmail.com](mailto:guthriejasr@gmail.com)  
816-288-7469



# A Quick Look at the 2023 NATIONAL MEET



Torrential rains came down, but the attendees and the Falcons were safe.

It has been only a few weeks since we met for our 2023 National Meet in Overland Park, Kansas. While it is fresh on our minds, we're going to recap some of the highlights for you. We will continue to give you more specific stories on some of the events in future issues, but for now, you get an overview.

The attendance was great with over 250 registrants and more than 100 Falcons. Weather was great until it wasn't, but the torrential downpour only affected the Mid America Chapter birthday party and that was an easy move inside. No hail and no tornados occurred and the tree limbs that were blown down weren't close to our cars. A few of our local members were without electricity for a few days, but everyone breathed a sigh of relief when the storm blew over.

Attending a National Meet is truly is a family experience. People this year came from the east coast to west coast, from northern states to southern ones, even from New Zealand and Scotland. Meeting up with old

friends and making new friends are my personal favorite takeaway from Nationals. One of my favorite quotes that sums up a National Meet from second-time attendee Tim O'Brien, "The friends you will develop will transcend the distances where we all call home."

## FIRST-TIMERS

A large group of first-timers were in attendance this year. Many of them won awards for their Falcons. Several attended a meet-and-greet on Thursday and were welcomed to the club by Board members and officers. First-timer and award winner in the Diamond in the Rough category Cheryl Patrick said of the event, "...everyone that has stopped has been so nice and very helpful. Thanks for making this first-timer feel welcomed and included."

A group of first-timers at the Banquet



## CRUISES

Going on organized cruises with a group in Falcons is a highlight of club get-togethers. This National offered two cruises—the first one offered on Thursday morning included two stops, Kansas City Automotive Museum and Gateway Classic Cars. Mark Killian let attendees into rooms full of beautiful, diverse and unique classics.

On Friday Glenn Ridgeway led the way to two locations of a private collection of cars—the Ehinger Collection. Mr. Ehinger personally greeted us at the first location, a temporary facility for overflow while the main location was undergoing some upgrades.



Gateway showroom (Virginal Nordboe photo)



Memorabilia, along with some very rare automobiles, were some of the highlights of the Ehinger collection.



FCA cruisers waiting to enter the KC Automotive Museum.





Chapter President Mark Killian cuts the cake, celebrating Mid America Chapter's 40th anniversary.

While traveling between locations, a drive by of the World War I monument and museum provided a great background and photo opportunity for the Falcons. The cover photo was one of the photos taken at this historic place, along with a shot of a nice array of Falcons queuing up for their photos (See page 14).

Meanwhile, back at the hotel, the Swap Meet and the car wash were quite busy. Those last minutes items were purchased and touchups were made. The Club Store was hopping, the bidding wars on raffle items was in full swing, and the Swap Meet was swarming with anxious buyers and others just looking over the items being offered.

There was a whole lot of shakin' goin' on at the Ladies' Tea. A surprise appearance from Elvis made for a fun afternoon with ladies of all ages. There were some surprising reactions to Elvis and another side of some of our members may have been uncovered. The food was great, but nothing could come close to the atmosphere of fun. Those outside the doors had to wonder what all the laughter, roars, and other sounds coming from the room were all about.

Friday closed with the torrential rains, moving the celebration of Mid America Chapter's 40th Birthday inside the hotel hallway. No worries, the cake and ice cream were still consumed and enjoyed.



**FCA Club Store Manager Bonnie Stringer announced she is passing the torch to Tia Blum. Next year she'll get to relax at Nationals!**



The Ladies' Tea is always a sold out and popular event, bridging family generation gaps with fun and frivolity. You can see that Elvis was in the building and entertained with energy and nostalgic songs. Kudos to Jan Guthrie and her team for a wonderful event, enjoyed by all who were fortunate enough to obtain a ticket. Attire ranged from casual, elegant, to just-for-fun. And, like the songs says, "I'm going to Kansas City; Kansas City here I come. They got some crazy li'l women there and I'm gonna get me one."







Saturday morning was buzzing with the excitement of the car show and preparations leading up to it. The car wash was busy, exteriors shined and wiped down, under the hood engines cleaned, windows and wheels, interiors—all made to sparkle for the scrutiny of voters and visitors. Ballots in hand, attendees perused the parking lot, determining which vehicles deserved their votes. Visitors wandered around talking to owners and learning all about the Falcon brand.

Inside, final tweaks were being made to the valve cover racers. Looks on the kids' faces showed excitement and anticipation of whose car would speed down the track and win the top prize. It wasn't only the kids showing their excitement; adults were just as giddy.

Members gathered for the annual meeting where reports were given, board members were elected, and a new president and vice president were elected. Congratulations to new FCA President Billy Pope, Vice President John Howard and new Board Members Mark Sword, Jr.

and Todd Gaudin (filling out Billy Pope's term). Bonnie Stringer received a standing ovation for all her dedicated years of service to the Club Store. It was announced that Tia Blum will be taking over as Club Store Manager. Mary Wagner also received an ovation after she gave her final report as Chapter Coordinator, a position now to be held by Christine Bowes.

The event concluded as always with our Awards Banquet, a sold-out event conducted by our own witty and entertaining emcee Tammy Pope. Introductions and thanks were said before the meal, 50/50 tickets were sold, and awards were given to our show winners. The quality of cars made voting difficult as there were many deserving. The best of the best accepted and held their trophies proudly.

There will be more to come in future issues, but for those who couldn't make it, we missed you and hope to see you at next year's event. See you in Hot Springs!



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# 2024 NATIONALS

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## DESTINATION

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### HOT SPRINGS, ARKANSAS



It is now time to start planning for next year and to look forward to the 2024 Ford Falcon Club National Meet. We are going back to where Falcon Club Nationals began—Hot Springs, Arkansas. Mark your calendars for July 11–13, 2024 and make plans now to attend the festivities. If you've never been, it's never too late to start. The host hotel is downtown Hot Springs, next to the convention center. Centrally located in the United States, this area also provides beautiful scenery for cruising.

Hosting the Meet will be the Founders Chapter. Hotel accommodations are through the Embassy Suites by Hilton. Call them at 501-624-9200 and mention The Falcon Club of America to receive the discount.

Connected to the Summit Arena and Hot Springs Convention Center, this all-suite hotel

offers easy access to top attractions and features, spacious accommodations and an on-site full-service spa. All rooms at the Embassy Suites Hot Springs Hotel and Spa include microwaves, refrigerators and coffeemakers. Guests can enjoy a free cooked-to-order breakfast and an evening reception each day. The hotel also features an on-site fitness center and swimming pool. With free shuttle service to downtown, guests can easily visit historic Bathhouse Row, theaters, art galleries and restaurants. Hot Springs Shopping Mall and beautiful Lake Hamilton are also easily accessible.

When you register, you will notice there is no box to check for Awards Banquet tickets. There will be no banquet, just a "super Awards Ceremony." There will be small food items and drinks for those in attendance, but no full meal.



Hot Springs National Park is the oldest park in the National Park System, dating back to 1832. It was created to protect the 47 naturally flowing thermal springs on the southwestern slope of Hot Springs Mountain.

Bathhouse Row, as it exists today, is a collection of eight architecturally significant bathhouses, most of which were built between 1912 and 1923 along Central Avenue, the main road through downtown. Two of the structures, the Buckstaff and the Quapaw, currently operate as bathhouses offering spa services. Visiting the park is free.

Hot Springs is the boyhood home of former President Bill Clinton. It is home base to live Thoroughbred racing and gaming at Oaklawn Racing Casino Resort, Magic Springs Theme and Water

Park, Garvan Woodland Gardens, and a renowned arts community with plenty of gallery options. The Mid-America Science Museum is a great stop for families.

Outdoor activities in the area include mountain biking, hiking, golf, horseback riding, fishing, digging for quartz crystals and water sports that center around the Diamond Lakes Catherine, DeGray, Greeson, Hamilton and Ouachita.

Don't miss out on this event. Come join in the fun and family atmosphere that signifies the Falcon Club of America.

*(Registration Form can be found on page 30)*





# ZACK POPE

AGE 17

LIVES IN TEXAS

HIGH SCHOOL SENIOR

VARSITY GOLF TEAM

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LOVES FALCONS

Welcome to the new ...

## KIDS' CORNER

We are going to try a new addition to our magazine called the "Kids' Corner" that will highlight the youth (toddlers, through teens) who attend our club's events. We welcome your photos and stories to help us make this a regular column in the monthly issues.

Currently, we've assembled some questions for our young audience and their parents. to answer. If your child was in attendance and would like to respond, please respond to any or all of the questions at [editor@falconclub.com](mailto:editor@falconclub.com).

Responses do not have to be limited to the questions that are shown. You are welcome to give us your thoughts about anything regarding Nationals. Parents, by submitting your information, you are giving us permission to use your child's name and photo in the magazine.

**What was your favorite thing to do at Nationals?  
What was not a fun thing to do?**

**Did you participate in the Valve Cover Races, the Ladies' Tea, or go on one of the cruises?**

**Did you meet any new friends? Do you have any stories you'd like to share?**

**What is your favorite Falcon?**

**Did you and your family do anything in the area, outside of the National Meet, that was fun?**

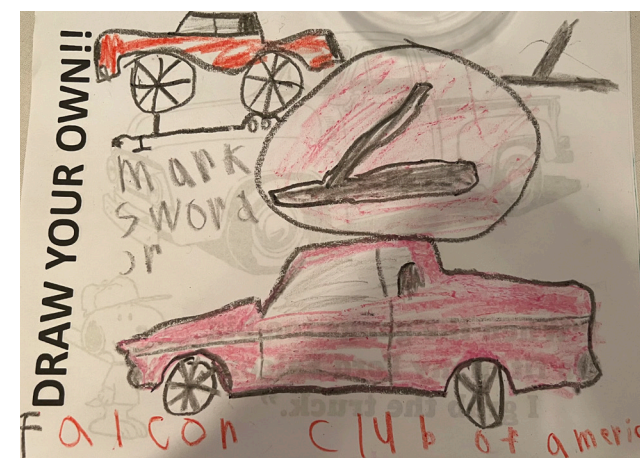
**What would make the National Meet more fun for kids and teenagers?**



Above: Anticipation grows for the start of the Valve Cover Races

Below: Falcon Nationals Original artwork by Tripp Sword, son of Mark Sword, Jr. )

Big thanks to our junior photographers, the Wilkerson kids





# AUTOMAKERS IN WORLD WAR I



Watching the Falcons cruise by the World War I Memorial and Museum in Kansas City, Missouri sparked a curiosity in me about what role the American car makers played in the Great War. Long before these Falcons were conceived, the industry worked its way through a trying time in history. In the United States, manufacturers shifted their production from automobiles to military vehicles and equipment to help in the wartime efforts. The United States Government heavily relied on automobile manufacturers to meet its wartime needs. Many of these manufacturers played a crucial role in supplying vehicles and parts to support the war efforts. Their production capabilities were vital in ensuring troops had reliable transportation and equipment during this time.

According to "The Ford Century," "America's automotive industry played a definitive role both right before and during America's engagement in the First World War. It produced military vehicles and materiel in sufficient quantities to help the U.S. successfully prosecute the War to end all wars. Even before America declared war in April 1917, its car manufacturers were helping with military production, foreign as well as domestic. Manufacturers were looking for new markets and were more than willing to provide their expertise as war raged. They designed and developed new products, re-tooling plants to produce military equipment. American ingenuity and

mass production techniques were vastly better suited to war production than the vintage, hand-crafted methods still in use in Europe at the start of the war. American manufacturers scored solid government contracts but also continued to promote civilian sales, encouraging buyers to support the war effort by saving resources and contributing to established war-support programs." (Source: secondchancegarage.com)

In 1917, the National Automobile Chamber of Commerce agreed to cut production of passenger cars in 1918. The War Industries Board needed steel to build ships and skilled auto workers to manufacture planes, ordnance, and other war materials, so they responded instead that carmakers should discontinue the manufacture of all passenger cars by January 1919 and put their total efforts on the war. They explained that the industry could not count on allocations of steel and that on-hand steel supplies could be taken away as well. This plan did not go over well with automakers.

It was the car dealerships who got the short end of the stick. In their defense, Alfred Reeves, General Manager of the National Automobile Chamber of Commerce, said it was difficult to draw the line between strictly business need and the pleasure use of cars. Even President Wilson himself enjoyed a relaxing automobile ride each afternoon. While pleasurable, that relaxation certainly was important for busi-

ness purposes. John N. Willys, explained that the car rivaled the telephone and telegraph as one of the country's greatest utilities. He added that in 1917, farmers bought more than 50% of their cars in order to save labor. They argued a car could save businessmen at least an hour a day, getting them to their appointments more efficiently. After a number of meetings with industry representatives, the WIB agreed to their first offering of a 50% reduction in passenger car production. The 230 passenger car makers and 372 makers of motor trucks were relieved. The WIB also decided not to nationalize the auto industry,

WWI marked the first time motorized ambulances were used to transport the wounded from the front lines to field and civilian hospitals. At the start of the war, the French still moved some of the wounded in horse-drawn carts. In 1914, the English Royal Automobile Club offered their cars and drivers to the British Red Cross, which soon thereafter was buying up all the vehicles they could find for this purpose. The first volunteer ambulance corps to operate in France ran many makes of cars from Fords, Dodges, and Studebakers to Cadillacs and Packards.

Later, the American Field Service provided ambulances and volunteer drivers to the French Army. They preferred a light ambulance based on the Ford Model T. These four-cylinder, hand-cranked cars were shipped in wooden crates, with only frame, wheels, motor and transmission assembled. On site, the crates were used to make the body of the ambulance which was painted a slate blue and fitted with large, non-skid rear tires. AFS initially imported about 1,200 Ford cars to be converted to canvas-topped ambulances and



Model T Ambulance

another 200 to serve as staff cars, run-around trucks, etc. The real advantage to the Model T was its weight; it was light enough, if it got stuck on the rutted battlefield, soldiers could lift it and send it on its way. The Model T was used in battles from the Somme to Amman and Journalists acclaimed it as the "Wonder Car of the Great War."

## FORD CONTRIBUTIONS

America's car, The Model T was in full manufacturing mode prior to World War I. Automobile production had seen new breakthroughs and the moving assembly line was touted as "Ford's greatest gift to history." Ford was also making news implementing its three-shift eight-hour work day. Along with

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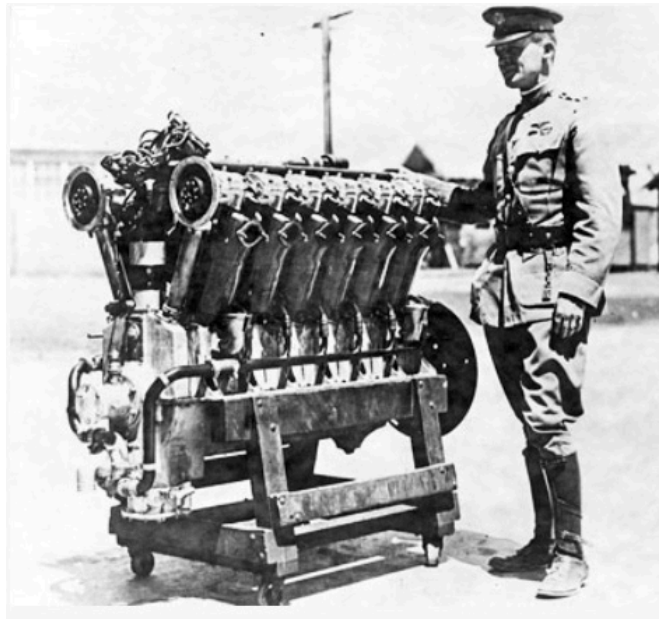
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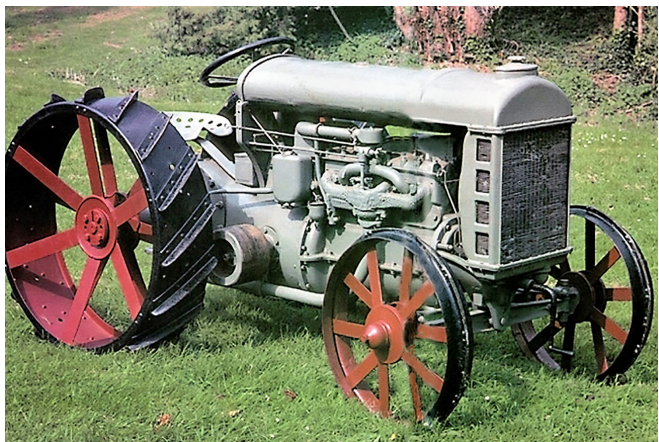




**Liberty engine** (www.secondchancegarage.com)

that a wage hike was making news just as Europe was heading into war. The tipping point was the assassination of Archduke Ferdinand, heir to Austria's throne and his wife. Germany declared war on Russia and Belgium. Britain then declared war on Germany, and Austria declared war on Serbia. The United States stayed neutral until 1917, entering the war after Germany repeatedly sank unarmed American ships.

Henry Ford publicly denounced the war in Europe and opposed the U.S. involvement. In 1915 with like-minded sympathizers, he boarded the Oscar II ("the Peace Ship") to cross the Atlantic seeking an immediate end of the war through mediation. 1500 people lined the docks of new York City as the Peace Ships set sail for Norway, navigating submarine-infested waters. Many backed the "peace pilgrims" while others vilified the foolish ultra-rich idealists."



**A 1917 Fordson Model F tractor** (www.wikipedia.com)



**Ford-built Eagle Boat** (www.secondchancegarage.com)

When the peace effort failed and the U.S. did join the conflict, Henry and his company were completely behind the war effort. He said he would "place our factory at the disposal of the United States Government and operate without one cent profit." President Woodrow Wilson appointed him to the U.S. Shipping Board, which was charged with selecting designs for warships.

The U.S. government had difficulties manufacturing its Liberty aircraft engines. The engine's eight steel cylinders were made from a solid or partially bored piece of forged metal, which slowed production. Ford's assembly line caught their attention and the situation was brought to Henry and his engineers, who developed an ingenious way to make the cylinders out of steel tubing. "By this method, a production of 2,000 rough cylinders a day was reached," U.S. assistant secretary of war Benefit Crowell wrote in 1919. Millions of pounds of scrap were saved over other methods, as well as the amount of labor needed. It was an important contribution to the production of the Liberty engines.

At home, people were fearful. Sometime after the War began, "fearing a German invasion and confiscation of their cars, some citizens even set their cars to drive off a cliff into a river. One, a Model T, landed upright, shook violently, and

### During World War I, Ford produced...

...more than 2.7 million helmets

...more than 40,000 vehicles

...more than 3,950 Liberty aircraft engines

...about 1,200 cars converted into ambulances

...more than 7,000 Fordson tractors



**Class B Liberty Truck** (www.secondchancegarage.com)

then chugged up the bank." It was pointed out that this was not in the Model T instruction book.

The Fordson tractor was produced by the company Henry Ford & Son as an experimental endeavor, but that changed at the beginning of WWI. A shortage of manpower and the Germans sinking food-carrying freighters caused famine conditions in England. Tractors were needed to work the land. At the request of the British government, two experimental Fordson tractors were delivered to England. They would go on to buy more than 6,000 tractors at \$750 each.

Ford was selected to manufacture the Eagle-class submarine chasers, which were built to hunt German U-boats. Sixty sub chasers were built on an assembly line at the facility on the Rouge River. Ford also developed and produced steel "doughboy" helmets, caissons, shells, armor plate, two types of armored tanks, and Liberty airplane engines. It even worked on the development of guided missiles.

Henry Ford the businessman and Henry Ford the politician were not necessarily welcomed in the same way. His interest in global politics, industrial uses for agricultural product like soybeans, environmental conservation, and changes to human work behavior are well-documented in history. His public animosity toward Jews brought outrage, and Henry eventually backed off some of his most controversial statements.

Armistice came on November 11, 1918, and on November 15, the American Expeditionary Forces sent a telegram to car companies advising them to stop war production and convert back to civilian production. Some manufacturers had already failed, due to wartime shortages but those still afloat had managed to corner gas supplies and recycle rubber and metal. They were eager to return to civilian sales. After the armistice, Ford resumed manufacturing Model Ts and production was up to a thousand per day by the end of that year. The company's publicity touted its role in the war and its popularity soared. As troops returned home, they told tales of the Tin Lizzie in action and called Henry Ford, "German's great individual enemy."

A new world order took shape in the wake of the Great War, with the U.S. becoming a leading world power and as

rich as Europe. Trade and industry expanded, stock markets boomed, and a new youth culture took hold. The Roaring Twenties brought greater womens' rights, out-of-control consumerism, baseball legends like Ty Cobb, bootlegged gin, and flappers dancing the Charleston.

Henry Ford had developed an interest in aviation which only deepened during the war's production of Liberty engines. He now wanted to put America in the air as he had already put her on wheels. The Tin Goose Tri-Motor was an all-metal, multi-engine transport in the U.S. and was standard commercial airline equipment until 1933.

### OTHER AUTOMOBILE MANUFACTURERS

The Dodge Brothers first entered military design and manufacturing in 1917 by producing cargo trucks and artillery guns. One piece of artillery worth noting is the 155 millimeter Howitzer which was built by the Dodge Brothers during WWI in a specially built plant. The U.S. Government enlisted the Dodge Brothers to manufacture the delicate recoil mechanisms used in French field guns, requiring the construction of a new ordnance factory.

In April 1917, French commander Joffre asked Secretary of War Baker for assistance in making the finely-machined recoil firing mechanisms for French cannons, Baker contacted John Dodge. While the French were producing only five guns a day, Dodge said if he had accurate blueprints and was allowed to manage the project as he saw fit, he could turn out any number of guns required. When Joffre and Baker doubted that the job could be done, Dodge asked, "Do you want us to do this job, or don't you?" They decided they did, and Dodge churned out thirty a day, by war's end, earning a Legion of Honor medal for himself and his staff.

The Elgin Six was advertised as a car in the service of the U.S. War Department. Secretary of War Newton Baker appointed the Elgin an Official Scout Car to report transcontinental road condition and to gather information of great value in determining emergency movement of troops and supplies.

The Marmon 34 "Marmon Dominance" ad depicted the Marmon 34 as a car that had passed "through the back-fires of wartime, unscathed." The Paige held itself out as privileged to stand "with the colors." And the Lexington Minute Man Six was advertised as being like the Browning machine gun that "does not choke." A classic color ad for Indian motorcycles reflected the fact that a majority of its 1917 and 1918 Powerplus bikes, more than 40,000, were sold to the U.S. Government.

Altogether Ford, Lincoln, Packard, Nordyke-Marmon, and GM's Buick and Cadillac Divisions produced nearly 18,000 Liberty engines before war's end, nearly 6,000 of which were sent to Europe.

The industry also produced other specialized vehicles — the King armored car, tested by the Marine Corps; the Holt Gas-Electric truck, the first U.S. tank but one which underperformed, topping out at six mph; and, under license from



Renault, the M 1917 six-ton light tank, ten of which made it to Europe but none of which entered combat. Because America entered the war relatively late, the industry did not have time to develop these early ideas sufficiently.

As willing as automotive makers were to enter new fields, it was trucks that maybe made the biggest impact. Trucks could travel further and carry more than cars. Manufacturers moved from commercial cars to larger trucks specifically designed for hauling; customers at home and abroad also began to find more uses for them. Trucks came in all sizes, shapes, and descriptions and moved produce to market and materials to ports for shipment. Because items then moved more quickly and efficiently, farmers could produce more and manufacturers could ship more to new markets. In that day horse-drawn vehicles were still used to move freight to railheads and there were too few train cars to handle the war surge. Because the railroad system was antiquated and could not keep up with demand, in late 1917, it was nationalized for the duration of the war. Trucks were used to bridge the gap presented when trains failed to meet the challenges of war. And on the front, after train rails had been bombarded and rail service rendered inoperable, trucks were rugged enough to traverse rough terrain.

The government sought new ways to encourage support for the war. Cars and trucks played their part. Patriotic campaigns and advertisements promoted war efforts on the home front. Vehicles, like the National Twelve was pitched as "true war-time economy", its fuel, tire and maintenance costs "surprisingly low." Nash Motors plugged their trucks and cars

as "high grade" vehicles "carrying men and material quickly and at low cost — conserving labor, time and energy." Moon cars were noted "for the kind of conservation that means saving without a single sacrifice." Many other car manufacturers joined in the chorus of saving for the benefit of the war.

The Great War was a game-changer, introducing new weapons and tactics that showed the importance of using mechanized forces in battles. It really shook things up and made everyone realize the power of these advancements. General Pershing, a commanding presence atop his horse, was also viewed in staff and parade cars built by Dodge, Cadillac, Locomobile, and others. Cars, once seen as luxuries, were widely accepted as useful and economical transportation. The automotive industry and its suppliers showed its commitment to supporting the national struggle, applying armor plate and heavy guns to vehicles designed only for the civilian market and devising specialized boats, trucks, engines, etc. when called upon to do so. Using mass production techniques, producers rolled products out quickly, by war's end shipping more than 100,000 vehicles to the front. Never again would war depend solely upon cavalry and infantry. The link between industry, particularly the automotive industry, and the military had been firmly established.

SOURCES:

Ford Motor Company's "The Ford Century"

<http://www.secondchancegarage.com>

<http://www.wikipedia.com>

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# AUTOMOBILES IN MOVIES QUIZ

Can you match these famous automobiles to the movies that made them stars?

**1932 Ford Coupe**

**1958 Plymouth Fury**

**1959 Cadillac Miller-Meteor**

**1963 Volkswagen Beetle Model 1**

**1964 Aston Martin**

**1966 Ford Thunderbird**

**1967 Shelby GT500, Eleanor**

**1968 Mustang GT 390**

**1969 Mustang**

**1970 Dodge Challenger R/T**

**1970 Dodge Charger**

**1973 Ford Gran Torino**

**1973 XB GT Ford Falcon**

**1974 Dodge Monaco**

**1976 AMC Pacer**

**1976 Ford Gran Torino**

**1977 Pontiac Trans Am**

**1979 Ford LTD Country Squire**

**1981 DeLorean**

**1984 Ford Econoline**

**American Graffiti**

**Back to the Future**

**Bullitt**

**Christine**

**Dumb and Dumber**

**Ghostbusters1**

**Goldfinger**

**Gone in 60 Seconds**

**Herbie: The Love Bug**

**John Wick**

**Mad Max**

**National Lampoon's Vacation**

**Smokey and the Bandit**

**Starsky & Hutch**

**The Big Lebowski**

**The Blues Brothers**

**The Fast and the Furious**

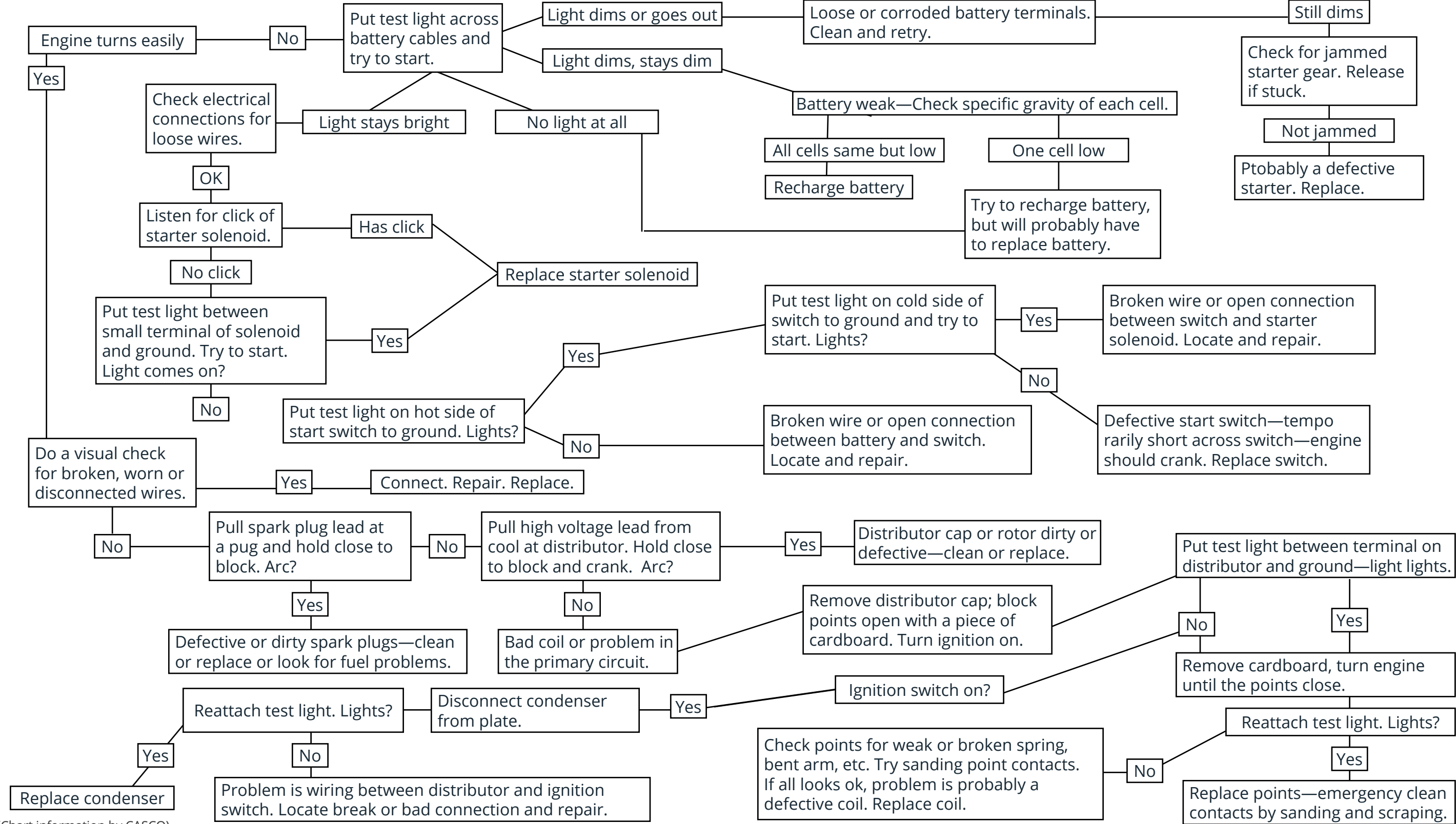
**Thelma & Louise**

**Vanishing Point**

**Wayne's World**

ANSWERS ON PAGE 29





(Chart information by CASCO)



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# CLASSIFIED ADVERTISING

## FALCONS FOR SALE



**1960 Ford Falcon Two-Door Sedan.** 44,000 miles. Family owned, always garaged. Contact Jesse Howard, JLHoward9@outlook.com. IL. 230619

1964 Villager, Comet wagon original 289 four-barrel, automatic transmission. Has original doors, all fiberglass wood railings, all emblems/trim and interior parts. No title, \$1,900 without engine/trans; with engine/trans \$2,900. 1965 Caliente, two-door Comet hardtop six-cylinder automatic (no engine no transmission). Has nice rust free quarters, rust in floors. Title, \$1,200. More projects 1963 Meteor, 1964 Comet. Carlos Vera, call/text 720-281-0940, calicometcarlos@yahoo.com. CO. 230625



**Falcon 1963 1/2 Sprint convertible,** Burgundy exterior, black interior, white top. Automatic, power steering, 260 V8 motor (have original, motor needs rebuilt). Factory AM radio, driving condition. Second owner. \$16,000 OBO. Call Bill, 215-609-0509 Philadelphia, PA area. 230825



**1964 California Sprint convertible** with factory air, seen recently on the cover of the FCA 2023 calendar. Black interior, black exterior (originally white, 70's paint job is now a little tired but it looks very nice). Very low miles on completely rebuilt four-barrel 289 (260 look alike) and rebuilt Fordomatic. I've owned it since 1992, never smashed/abused, never winter driven, well maintained. Asking \$27,500 USD. Jack Waller, Ardrossan, Alberta, Canada, 780 922-5370, prairiefalcons@gmail.com. 230604



**1965 Ford Ranchero Deluxe** Two-tone. Rare 66H trim with bucket seats. Rangoon Red & white, red interior. 289 Automatic with all factory options. Power steering, power brakes, air conditioning. '65 mustang GT disc brakes added along with Sprint tach and steering wheel. LTD Slip posi rear. '65 14" Styled Steel wheels with new redline tires. Rare mint condition Protect-O-Top bed cover. Professional engine rebuilt, mild cam, Edelbrock intake and carb. Hi-Po exhaust manifolds, Flowmasters, stainless pipes. Everything '65 period correct show winner. The best Ranchero seen. Southern California car, San Diego. dougsbrew@icloud.com, \$37,500. 230804



## PARTS FOR SALE

Parts for 1960-65 Falcons for sale—includes doors, windows, trunk lids, fenders, taillights, wheelcovers, tailgates, hinges, chrome and many small parts. Also I have a very nice 1965 Mercury Caliente grille and a Mercury Comet tailgate for station wagon or Ranchero with extra nice large chrome. Bob, 806-683-1246 or 806-683-3550. TX. 230899

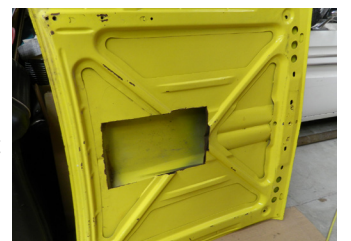
All items for 196 and 1965 V8 Falcon/Comet. All new in box, USA made. Manual steering Pitman arm, 1" shaft, \$120. Two upper ball joints, \$25 for the pair. Right and left hand motor mounts, \$25 for the pair. Gene, 419-561-2604. OH. 230899

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no back-up, \$125. 1963/1964/1965 Falcon Sprint & Cobra California air cleaner with PVC tube on the top, \$399. 1963/1964/1965 Falcon Sprint air cleaner, \$135. NOS 1963/1964/1965 Falcon convertible well liner, \$99. 1963/1964 Falcon/Comet T-10 four-speed, \$695. 1963/1964 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963/1964/1965 Falcon/Comet, top loader shifter box with linkage, \$450. 1963/1964/1965 Falcon/Comet four-speed tunnel with top plate, \$399. 1963/1964 generator bracket, \$100. 1965 Falcon Ranchero/Wagon gas cap, \$139. 1963/1964/1965 Falcon/Comet six-cylinder valve cover, black wrinkle powder coated, \$125. 1962/1963 Falcon/Comet stainless steel dash pad trim, \$125. 1964/1965 Falcon/Comet stainless steel dash pad trim, \$125. 1964/1965 Falcon/Comet AAC new gold carpet, front and rear, \$120. 1963 Falcon reproduction spears, \$395. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat with a 1965 Falcon Ranchero monster truck on it, 20"x17", \$155. 1964/1965 Falcon/Comet console bracket (reproduction), \$125. 1963/1964/1965 Falcon/Comet stainless steel V8 motor mount heat shields, (reproduction), \$35. 1963/1964/1965 Falcon/Comet four-speed shifter tunnel top ring (reproduction), \$45. 1963 Falcon console parts, \$199. 1964/1965 Falcon/Comet console, new reproduction top, all trim, \$899. 1963 Falcon front fender, driver side, \$199.

Falcon car covers, \$55. Tri Y headers, ceramic coated, 260/289/302, new, \$599. Hooker headers, Pro Comp, ceramic coated, 260/289/302, new, \$599. 1964/1965 fiber glass front bumper, new, \$225. NOS 14" spinner hub cap, \$150. Big block 3x2 setup, intake, carbs, linkage, air cleaner, filter, and more, \$2,500. Ford big block 2x4 setup, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 setup, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items, more NOS, used And Dennis Carpenter reproduction parts available, Call Vic Falcone, 518-355-7756 or vfallcon64@aol.com. 230829

Parting '60-'65 Falcons. 15 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Station wagon front and rear seats complete—steerhead material stock covers. Also, front and rear new door panels—pictures on request—\$1,450 for seats and panels. Call Steve, 360-430-0143. Thanx for driving a Falcon! WA. 230809

Barn Find: One old-time fiberglass hood w/scoops: 1964-65 Falcon/Ranchero hood with a raised hood scoop molded in; found in the barn of a Colorado drag racer; used at Bandimere Speedway in the 80s-90s. \$250 OBO. Almost impossible to ship this item, so I highly suggest local pickup. Call or email Lenny at Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 230617



**ALL N.O.S.** C0DF-5630-C, park lamp lens \$25.00. C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm & bushing \$95. C0DZ-3049-A, upper ball joint spindle support \$65. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$30. C0DZ-13341-A, turn signal switch \$75. C0DZ-1126-B, rear brake drum \$130. C0DF-12370-A, Autolite vacuum control \$36. Much more. Keith Litteken, 314-480-2556, or kslitteken@aol.com, MO. 230809

1960-67 Falcon Wagon/Sedan Delivery tailgate cranks w/ keys, single action gate, good used to NOS: \$195 to \$695. '66-70 Sport Coupe Vinyl top trim two pieces, rare, good driver quality, \$125 for the set; (2) sets of Hardtop Bucket Seats: (1) pair 1963 w/Futura/Sprint style upholstery, very nice driver quality, complete except for one seat



emblem; \$1,395. 1964-65 pair of hardtop bucket seats, driver quality, nice dark red upholstery, needs minor work to bolt in and drive, \$1,295. 1963 Dagenham four-speed, complete w/shifter/linkage/handle/mount; road tested, working well \$695. Parts available to make the Dagenham trans a conversion as well; please inquire. 1963-64 Hypo 289 Fairlane exhaust manifolds pair; mint condition; \$600. Four-speed floor shift steering column covers (3) 1960-65; \$200-250 each. Four-speed steering column "blank" shifter collar, \$100. '60-63 Falcon sedan "No-Mar" gas tank guard (2) & NOS stainless steel gas cap (1), in original packaging, rare accessories, \$295 for the set. '61-65 Econoline Horn Buttons, (2) \$30-50; '64-65 Falcon horn buttons, nice chrome, \$25-50 each; '63 taillight lens, one w/ back-up--Glo-Brite-NORS, \$35 w/ box; NOS 1963 back-up light kit, mint; \$350. 1964 NOS back up light kit, mint, \$350. Nice Used '65 taillight lens, all four styles, \$150-\$200 per pair. NOS Falcon parklight lens, pairs, 1960: \$40, 1962-63: clear, \$40, amber, \$25, 1966/67, \$75. 1964 Futura Horn rings: driver quality to very nice: \$60-\$175. 1964 NOS taillight lens, no backups, \$95 a pair; w/back-ups \$200 per pair. 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-61 Comet dash clusters, two to choose from, very nice chrome, \$250 each; 1963 Comet Dash cluster, needs work, but complete/working \$125; '62-63 Futura 13" wheel covers, \$40-\$100 per set; '62 Futura front fender spears, good driver quality chrome, \$175-\$300 per pair; 1963 Mid-Model/Custom (NOT Futura) front fender spears, three sets of good-very good driver quality, \$100-\$200 per set. (2) sets 1963 Futura/ Sprint fender spears, really nice survivors, \$450 each pair; 1963 Futura/Sprint door/quarter panel stainless trim, very straight; \$150-\$250 each, and can make a set of four as well; Nearly new six-cylinder header set, fits a 1966-70 engine bay, \$195; four-bbl. manifolds OEM Ford, C6OE, \$125 (two), C4OE, \$395. '64-5 Squire trim: four complete doors, two complete quarter panel trim, one RF fender trim, 1 excellent steel Squire fender; no tailgate trim, \$450 for all. 1960-61 strut rods, good threads, clean, \$195 a pair; 1960 early air cleaners (two) w/ lid for a paper element, needs restored but rare, \$125; 1960 driver's side early "air box" attaches w/four screws, not the "J" hooks, clean, good door/hinge, \$100. 1960-62 electric wiper conversions; replace the vacuum wipers; complete motor/armatures/ wiring, \$250; Three Holley carbs on an Offenhauser intake manifold with linkage and chrome air cleaners, \$750. Body Parts: '60-70½ doors, fenders, hoods, trunk lids for Falcon two-door/four-door, hardtop top, convertible; what do you need? \$150-495 each. 1965 hardtop driver's side quarter panel survivor, rough, not rusted through, but complete quarter the car, \$500, come get it. We have a 35+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 230717

PARTS WANTED

I am looking for a set of Ventshades for our 1963 Ford Falcon four-door station wagon. Preferably NOS. At the very least, a full set with clips. Call or text John at 408-628-7397. 230819

Falcon 289 HiPo Exhaust Manifolds, Call Vic Falcone, 518-355-7756 Or vfalcon64@aol.com. 230829

Rear bumper for 1965 Falcon Econoline Pickup. Looking for a good core to re-plate. Glenn Hoff, 109 Holly Ct., Telford, PA 18969. 215-721-2762 (leave message, please) or hoff.sandy@yahoo.com. 230409

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken 6274 Rocky Grove, Cedar Hill, MO. 63016, 314-480-2556 or kslitteken@aol.com. 230809

MISCELLANEOUS

FREE! All issues of the National Falcon News from August 2015 to present day, excluding the calendars. Just pay shipping. EMAIL CORRECTION: hstforever@yahoo.com.

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed. Send your ad by email to editor@falconclub.com.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, June 10 is the deadline for the July issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA member ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

SAD NEWS

It is with great sadness we report to you that former Falcon Club President and current Suncoast Chapter President, Chuck Beason, has passed away. Our sympathy to his wife, Carolyn and the rest of his family. Chuck loved Falcons and the FCA community. He recently attended the Nationals in Overland Park with Carolyn and their granddaughter Abby. Our Falcon family will miss his familiar smile and expertise.

We will be printing a special tribute to Chuck in an upcoming issue and would love to hear your stories about Chuck, see any photos you might have of Chuck at Falcon events, quotes, quips, or other information you'd like to contribute. Send these by email to Janet Wilkerson at editor@falconclub.com.

Thanks for your help.

AUTOMOBILES IN MOVIES QUIZ

ANSWERS

1932 Ford Coupe	American Graffiti
1958 Plymouth Fury	Christine
1959 Cadillac Miller-Meteor	Ghostbusters1
1963 Volkswagen Beetle Model 1	Herbie: The Love Bug
1964 Aston Martin	Goldfinger
1966 Ford Thunderbird	Thelma & Louise
1967 Shelby GT500, Eleanor	Gone in 60 Seconds
1968 Mustang GT 390	Bullitt
1969 Mustang	John Wick
1970 Dodge Challenger R/T	Vanishing Point
1970 Dodge Charger	The Fast and the Furious
1973 Ford Gran Torino	The Big Lebowski
1973 XB GT Ford Falcon	Mad Max
1974 Dodge Monaco	The Blues Brothers
1976 AMC Pacer	Wayne's World
1976 Ford Gran Torino	Starsky & Hutch
1977 Pontiac Trans Am	Smokey and the Bandit
1979 Ford LTD Country Squire	National Lampoon's Vacation
1981 DeLorean	Back to the Future
1984 Ford Econoline	Dumb and Dumber

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# 2024 FCA NATIONAL CONVENTION AND MEET JULY 11-13, 2024

Embassy Suites by Hilton Hot Springs Hotel & Spa, Hot Springs, Arkansas 71901  
To register online and pay with a credit card go to: [www.falconclub.com](http://www.falconclub.com)

Registrant Information		
First and last name:		Guest First and last
Mailing Address:		City:
State and Zip Code:		First Time Attending? YES ____ NO ____
Are you a member of the FCA? If no, register as a non-member Yes ____ No ____	If yes, provide FCA member	FCA Chapter:
Email Address:		Phone Number:

## VEHICLE INFORMATION

	Year:	Body Style:	Category (See Below)	Class (FCA By-law section 5,6,4)
1				
2				

Categories: Stock, Daily/Driver/Street Driven, Diamond in the rough, Lite Modified, Modified and Display,  
\*\*\*Concours Masters and modified masters\*\*\* Non-voting categories subject to qualification.

Trailer Parking Requested: YES \_\_\_\_ NO \_\_\_\_

Registration Fee	Type	Before June 28	After June 28	Quantity	Total	
Non member	No vehicle	\$48.00	\$53.00			
Non member	With vehicle	\$58.00	\$63.00			
Member	No vehicle	\$18.00	\$23.00			
Member	First vehicle	\$28.00	\$33.00			
Member	Add. Vehicle each	\$20.00	\$25.00			
Swap Spaces each	Each space	\$25.00	\$30.00			
<b>T-SHIRTS \$23.00</b>	SMALL ____	MEDIUM ____	LARGE ____	XL ____		
<b>T-SHIRTS \$25.00</b>	2XL ____	3XL ____				
<b>Ladies Tea</b>	Limited Availability	\$40.00	\$40.00			
					<b>GRAND TOTAL:</b>	

Please note any food allergies, vegetarian, gluten free \_\_\_\_\_

**MEMBERSHIP REQUIRED TO PARTICIPATE**– Non-member includes one year of membership dues.

**Liability release:** In consideration of this entry being accepted, I, for myself and for my heirs, executors, and personal representatives, hereby release, discharge, and waive all claims and rights for damages that I have or may have against the Falcon Club of America; Embassy Suites by Hilton; and each of their respective chapters, officers, directors, employees, members, contractors and agents (hereinafter collectively called "Entities") for personal injury to me (including death) and for damage to property arising out of my participation in or attendance at the FCA National meet. I agree to indemnify and hold harmless the Entities from all claims and liabilities caused by or arising out of my negligent acts arising out of or related to my participation or attendance at the 2024 FCA National Meet.

Signature: \_\_\_\_\_ Printed Name: \_\_\_\_\_ Date: \_\_\_\_\_

**Hotel Information:** Embassy Suites by Hilton Hotel & Spa, 400 Convention Blvd; Hot Springs, Arkansas 71901 Phone; 501-624-9200.  
Mention "Falcon Club National 2024" to get rates of \$140.00 for a single/double, plus taxes.  
Cutoff date for this rate is at 5:00 pm June 28th, 2024 or book online at [www.hilton.com](http://www.hilton.com)  
Registration by mail: Send registration form to the address below along with check payable to: **Founders Chapter-FCA**

**Founders Chapter**  
**Attn: Mark Sword**  
**35 Dillon Drive**  
**Cabot, Arkansas 72023**

Questions? Contact Denise Sword, [ddsword1@yahoo.com](mailto:ddsword1@yahoo.com), 501-804-9700 or Mark Sword Jr. 501-804-2918